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THE BRISTOL COURIER

VOL. XXII.—NO. 274

BRISTOL, PA., SATURDAY EVENING, APRIL 21, 1928

DAILY WEATHER REPORT
Increasing cloudiness and warmer followed by showers today and Sunday.

PRICE: 2 Cents a Copy
6 Cents a Week

STATE DEP'TS CO-OPERATE FOR CLEAN-UP WEEK

Each Day of Next Week Set Aside for Particular Activity

CLERGY ARE TO ASSIST

State-Wide Drive Starts Upon Dangerous Enemies

HARRISBURG, Apr. 21—(INS)—Departments and bureaus of the State government are cooperating in the movement to make the 1928 Clean Up Week bring more concrete results than those in former years. The week beginning next Sunday has been designated as the period in which municipal authorities and private citizens are urged to follow a schedule which will result in greater sanitation and community improvement throughout the State.

Each day of the week has been set aside for some particular branch of the activity which has been outlined and which will be followed throughout the State.

The clergy has been asked to cooperate by mentioning the plans for the week next Sunday.

Monday has been designated as Highway Day and municipal authorities and individuals are asked to cooperate in cleaning streets, sidewalks and gutters.

Forest Day has been fixed for Tuesday. On that day it is hoped that brush, briars and other inflammable material will be burned or otherwise destroyed. The Department of Forests and Waters which is co-operating asks that special precautions be taken to prevent fires getting beyond control and causing damage.

A State wide drive against two of mankind's most dangerous enemies is planned for Wednesday. On that day the authorities urge steps which will prevent the breeding of flies and mosquitoes. The necessity of such action early in the summer is urged because of the greater ease with which the pests may be controlled at that time.

The junk man should benefit from the activities planned for Thursday. That is the day set aside for the disposal of things which have been kept for the traditional seven years and for which no use has yet developed. "Get rid of junk" is the slogan.

On Friday house holders are urged to haul away the accumulation of discarded material which could not otherwise be destroyed.

Finish Up Day is the title fixed for Saturday when it is hoped the finishing touches will be done and all unfinished work completed.

Federation of Clubs To Meet At Chalfont

The semi-annual meeting of the Bucks County Federation of Women's Clubs will be held at Forest Park, Chalfont, Pa., Friday, April 27, 1928, with morning and afternoon sessions.

The Chalfont Community Club will be the hostess club. A box luncheon, noon hour, as usual.

Education will be the topic to be discussed. Several well known speakers will present various phases of progressive educational work.

An interesting feature of the program will be the reports of heads of departments, who will give an account of the work which is being accomplished by the different clubs in the county.

Mr. Irvin M. James, Doylestown, is president of the County Federation. Mrs. Charles H. Orrt is recording secretary. Mrs. Frank Lehman, of Bristol, is one of the directors.

Motor-Coach Service To Be Discontinued on April 28th

The present motor-coach service between Doylestown and Bristol, via Buckingham, Newtown and Langhorne, for the Reading Transportation Line, has been in service for less than one year, starting about May of 1927.

Effective April 29th, motor-coach service will be operated between Lansdale, Doylestown, Buckingham, Newtown, Langhorne, and between Jenkintown, Glenside, Willow Grove, Hatboro, Buckingham and New Hope. In accordance with this there will be no buses operated between Furlong and Pineville via Wycombe; or between the Blue Anchor and Wrightstown by way of Penn's Park.

Previous to the operation of the Reading Company buses on the Doylestown-Bristol Line, service was given by the Blue Bell Bus Company, with headquarters at Newtown. When this service was discontinued a radical change was made in the schedule, there being only four buses making the through-trip from Bristol to Doylestown on week-days and two on Sundays. Starting at Doylestown three buses made the entire trip to Bristol during the week and two on Sundays.

A line operated between Lambertville and Doylestown has upon its present schedule five trips between those points daily.

PLEASANT AUTO TOUR OUTLINED FOR AN AFTERNOON'S MOTORING

Route Goes Over Old Conestoga Road Passing Through the Brandywine Battlefield Sector and Over the Wilmington Post Road.

A pleasant afternoon's run for this season of the year is offered by the Keystone Automobile Club over the old Conestoga Road, passing through the Brandywine battlefield sector, and returning on the Wilmington Post Road, one of the oldest roads in America, formerly known as the "Queen's Highway."

"Motor tours at this season of the year average from seventy-five to one hundred miles, the bureau has found from experience," said Russell B. Carter, special representative of the Keystone Automobile Club in Bristol.

"While these short jaunts are in favor, however, motorists are carefully perusing road maps and tour books, in order to prepare for long week-end and vacation trips.

"The general direction of the tours has changed in the last several weeks from trips to the far south, to a westerly and easterly direction. From questions asked, we have determined that short trips are most popular at this time."

From Doylestown, take the Doylestown Pike to Willow Grove, and take the right hand fork, known as Easton Road, and turn right and then left onto Gowen Avenue at Stenton Avenue. Follow through on Allen's Lane into the Wissahickon Drive to Walnut Lane, and over Green Lane Bridge into Belmont Avenue. From Belmont Avenue, turn right into City Line Avenue, and right into Lancaster Pike. Pass through Overbrook and Ardmore to Bryn Mawr.

At Bryn Mawr, bear left onto the old Conestoga Road, over which immigrants passed in their search for new homelands in the early settler days. At Ithan, the Radnor Friends Meeting, built in 1718, is found. At Stratford, the Conestoga Road joins with Lancaster Pike again. Pass through Devon, Berwyn, Paoli and Green Tree where some of the finest

CONTESTANTS MUST GO OVER PARADE ROUTE

Every Participant Required To Parade Here On May 5th

PLANS PROGRESSING

Every contestant in the track and field events to be held Saturday afternoon, May 5th, in connection with Boys' Week, must march over the entire route of the parade. This was decided at a meeting of the General Committee held last night in the club rooms of St. Ann's Holy Name Society, Dorrance street.

It was also decided to communicate with the pastors of every church in Bristol, Edgely and Croydon and request them to select some appropriate topic for a sermon on April 29th, which is to be known as "Boys' Day at Church."

Dr. J. Fred Wagner was named as a committee of one to arrange for the transportation of crippled children to the Grand Theatre on the morning of May 5th and also to the parade and the high school grounds.

Plans are being made for a rousing meeting in the Grand Theatre on Saturday morning, May 5th, to which all boys will be admitted free. But a request is made that every boy refrain from throwing paper, peanut shells or other debris on the floor of the theatre. It is considered exceptionally kind of the Grand Theatre manager, Edward Lynn, to permit the use of this beautiful playhouse without one cent of cost, in order that the boys might properly be entertained. Every boy is going to be placed on his own honor to keep the theater clean and to in no way mar its appearance. It is felt that every boy will comply with the request.

It is desired that every boy who is going to enter the hobby fair do so at once. Communicate with either Frank Pfeiffer at his store on Pond street or to M. D. Harrison, Radcliffe street, opposite the water works.

The General Committee will meet next Friday night at 8:30 in the Knights of Columbus home, Radcliffe and Mulberry streets.

St. Mark's Boys and Girls Compete for Marble Honors

Pupils of St. Mark's Parochial School competed in a marble tournament yesterday to decide the winners of their school who will in turn compete in the district contests to be held under the auspices of the Marble Contest Committee of Bucks County.

In the semi-finals Joseph Roe defeated Charles Junot 8 to 5. Daniel Dugan defeated John McGinley 7 to 6.

In the finals Daniel Dugan defeated Joseph Roe and is thus crowned the champion of the boys of St. Mark's. He will compete in the district championship.

Girls also contested for honors and Margaret Cox was defeated by Anetta Gallagher by the score of 8 to 5 and Margaret McCahan defeated Miss Gallagher by the same score. She will be crowned as the champion of the girls of St. Mark's school.

Customers for your furnished or unfurnished apartments can only as far away as your telephone. Place an "ad" in the Courier and be ready to

CROYDON DWELLING TOTALLY DESTROYED BY BLAZE TODAY

The Old Jesse Booz Property Along Railroad, Burned To Foundation

FIREMEN CALLED

Lack of Water and Advanced Stage of Blaze Prevents Its Extinguishment

The two and one-half story frame dwelling along the main line of the P. R. R. near Croydon and known as the old Jesse Booz property was totally destroyed by fire early today. The loss is placed at about \$2,000.

Firemen of the nearby community were summoned and companies of the Bristol Volunteer Department went to the scene. Lack of water and the advanced stage of the blaze when the firemen arrived made it impossible to save the structure. A nearby barn was saved.

The property several years ago was purchased by George T. Sale, Franklin. Dr. Savacool resided in the place for several years.

The place had been vacant for a long time and the interior had been stripped of doors and practically every removable part.

Former Bristol Man Goes To Aid of Three Airmen

John Busher, a pilot-mechanic, who accompanied Robert P. Hewitt, the Philadelphia airman to the rescue of the German fliers stranded on Greenley Island, Labrador, was a former Bristol man.

Mr. Busher came to Bristol with the Huff-Daland Company, from Ogdensburg, N. Y., and resided with Mr. and Mrs. William Doane, of 226 Mill street, for nearly two years. He left Bristol for the Pitcairn Aviation, Inc., at Bryn Athyn, Pa. Later the mechanic was transferred to the Ludington Philadelphia Flying Service at Philadelphia.

Both Mr. and Mrs. Busher are well known to several Bristol people. Mrs. John Busher, who lives at Collingdale, spent a few days this week with Mr. and Mrs. Robert Clark, Jr., at 347 Jackson street, while her husband was on the trip to Greenley Island.

Keystone Auto Club Is Active in County

Activities of the Keystone Automobile Club are being extended throughout Bucks county, according to announcement by Edward B. Watson, county manager for the club with headquarters in Doylestown.

The points accorded the schools showed Edgely first, Newportville second, and Croydon third, with five, three and one points respectively. The aggregate number of points secured by the individual pupils were Edgely, 42; Newportville, 16; and Croydon, 14. To the Edgely school will go the silver cup awarded some time by the Paterson Parchment Paper Company. This was won last year by Croydon school.

The meet events were run off at the Croydon school ground, with a goodly attendance.

The points given in order of finish: 50—Results of events for girls with yard dash, Eleanor Faber, Edgely; Carolyn Betz, Edgely; Katherine Wilson, Newportville.

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Ed

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Established 1910

Published Every Evening (Except Sunday) at Beaver and Garden Streets, Bristol, Pa.

Only Daily Paper in Lower Bucks County

BRISTOL PUBLISHING COMPANY

Owner and Publisher

Incorporated May 27, 1914

Ellis E. Ratcliffe, Secretary

Subscription Price per Year, in advance, \$3.00; Six Months, \$1.50; Three Months, \$1.00.

The Courier is delivered by carrier in Bristol, Edgely, Tullytown, Bridgewater, Croydon and Hulmeville for 6 cents a week.

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SATURDAY, APRIL 21, 1928

Suburban News**Parkland**

Mrs. Howard Lake is recovering from a week's illness with the grippe, and is again able to be out.

John T. Fish, of Fallsington, was a Sunday visitor of his sister, Elizabeth M. Fish, at Floral Heights.

There were 20 tables last Saturday evening at the pinocchio tournament at the Community House, with Mrs. Morris Thomas as hostess.

Last week the Thursday evening pinocchio club was entertained by Mrs. Herman Degenhardt, at her home on Avenue B.

On Wednesday of last week Edward Bodenschatz was married in the city to Miss Margaret Grant, of Philadelphia.

Mrs. Laura Allen, of Philadelphia, enjoyed Easter week here, as the guest of her cousin, Mrs. Anna Oler, of Highland avenue.

Miss Anna Pereira, Miss Elizabeth Park and John New, Jr., of Parkland, were among the students of the freshman class of Langhorne High School who attended the lecture on Monday at the Academy of Music, Philadelphia.

Mrs. Rodger Watson, of Prospect Avenue, will act as hostess at the benefit pinocchio party to be given on Monday evening April 30th, at the Community House, in Langhorne, by the American Legion Auxiliary.

On Wednesday evening, April 25th, the Ladies' Aid of Parkland Community Church will give a poverty social in the basement of the church.

Mrs. Gertrude Frese and son, Fred, of Philadelphia, were Sunday guests of Mrs. Herman Degenhardt.

Mrs. Jennie Remerter was noticed on Sunday at her cottage on Avenue B. After two weeks' illness Robert Hussey has returned to his business in the city.

Mrs. Anna Brady is having her cottage on Avenue A and Prospect Avenue repainted.

Mrs. A. Beldler spent one day recently in the city, visiting at the home of her son, Elmer Beldler.

The Ackler bungalow, on Sunflower Avenue, is being improved by the application of fresh paint.

On Wednesday of last week Mrs. William Bates and daughter, Noel, were entertained at dinner at the city home of Mrs. Mary Cooke and Mr. and Mrs. Charles McIntyre.

Mrs. Popkin Proficient As Player of "500"

I love to play cards. These games are my hobby."

These words were uttered by Mrs. Abe Popkin, 418 Mill street, when approached by a Courier reporter today and interrogated regarding the games at which she is so adept.

Mrs. Popkin, who wins practically 75 per cent of the time, is a prominent figure at many public card parties staged in Bristol, and can always be looked to lend support to any charitable functions of this nature.

In nearly every set of scores announced for parties of this kind Mrs. Popkin's name is among those receiving exceptionally high totals, and quite frequently has first choice of the numerous and varied prizes.

Questioned about the group of prizes she has won she mentioned that in the aggregation there are floor lamps, bridge lamps, end tables, two tea sets, as well as several smaller pieces. About her home there are to be glimpsed pieces of furniture and brick-a-brac trophies of the four-handed games.

"I've played cards all my life," she continued, "and I am particularly fond of '500.' During the last three years I have played more than ever before."

In fact this woman who is the wife of a Mill street footwear dealer, is so fond of the sport that hardly an evening passes by without her indulging in one or more games. "We have one or two tables of players here every night," she added, "and all play for the love of the pastime. Quite frequently I win on these occasions."

When asked about her bidding the player told that it is usually the case of her either gaining a high score or an exceedingly low one. "I am not afraid to bid high. So you see when I do happen to have winning streaks my score is very high, or else if I am low or go in a 'hole' my total points are not worth mentioning."

But according to those who have played with Mrs. Popkin as partner they often win in a hole and they smile with joy twice in succession when they see the usual winner went by that name.

There are state-supported schools offering an education that is worth no more than the small tuition paid for it, simply because ignorant politicians and bigoted demagogues usurp the power of dictating the curriculum. The uneducated, overestimating their own intelligence, ever set themselves above the truly educated.

Another way to reduce is to worry too much about business.

It would be great if some people talked as well as they do loud.

In appointing us as your executors you have the assurance of continuous unfailing service.

Farmers National Bank of Bucks County

BRISTOL, PENNA.

Prosperous times are those in which people feel rich enough to take on more debt.

As to America's sense of humor, observe the kind of cars some people put locks on.

OVER THE HILLS IN A VICTORY SIX; PERFORMANCE NOTEWORTHY

There are several things about the Dodge Victory Six that no one meets the eye. Its unique construction is one of them. Another is the way it behaves. Still another is a certain effect of reserve, whereby some of its best qualities are revealed only on intimate acquaintance.

These hidden features combine with its very low and snug appearance to foster a misapprehension. It is one of the lowest cars on the road, if not the lowest, and consequently it seems very small; but in that way it is deceptive. It is really a car of better than average proportions as far as passenger accommodation is concerned.

Furthermore it is a powerful car. Some twenty different sedans are available which cost no more and have no greater wheelbase, but not one of them has more power per hundred pounds of weight, and it is that relation which denotes the really powerful car. The power ratio of the Victory model, in fact, compares very favorably with that of a number of the highest powered and highest priced cars on the market.

The conclusion that Dodge Brothers has produced a really remarkable car in the Victory Six can be asserted here as the result of an experiment. It was a little out of the ordinary. It was a test, not of the car, but of the driver.

Its basis is the experience, familiar to all seasoned drivers, that after a fairly long stretch at the wheel the processes of driving descend into the subconscious, and one no longer thinks of the car, nor of driving. At such times, any peculiarities of the machine become persistently annoying; an unusual rattle or squeak will beat upon the ear with almost maddening insistence; a bad seat will produce lameness; "road fight" will stiffen the wrists; excessive vibration will produce numbness in certain local nerve centers.

Would it not be a good idea to try out a new type of car by riding it fairly long and hard and then, so to speak, count the bruises? Might not such a test tell something about the popular appeal of the car that the usual demonstration fails to bring out? This is reverse English on the endurance test as ordinarily understood.

There is not much question that an organization possessing the resources and reputation of Dodge Brothers would introduce a new car only after putting it through the most exhaustive trials imaginable. What the routine factory test proves as to the durability of a machine under test conditions, however, may be entirely different from the reactions of any driver to that car when he takes it into his own hands and puts it to such uses as may happen to occur to him.

In a larger sense, what the prospective buyer wants to know is not what he can do to his car in the way of four or five years' hard work, but what the car will do to him after four or five hours' hard driving. He wants to know whether he will come out of it feeling refreshed and happy, or whether he will be fatigued, cramped and looking for an argument.

Some such reasoning as this bred a desire to hold a sort of seance in which the car was to perform the part of the "control," causing the medium to react without volition. The trance state was to be produced by driving to or beyond the usual point of weariness—in the case of this particular medium 150 or 175 miles over such roads as might be encountered within the 200-mile radius of New York City. One day's practically continuous driving without special effort to make distance, it was thought, should cause the "control" to speak. Certainly no more than 50 miles with some cars is plenty.

So arrangements were made for a good stiff all-day run wherever the spirit might lead. Mr. C. M. Bishop, of Bishop, McCormick & Bishop, metropolitan dealers in Dodge Brothers products, was good enough to donate a car for burnt offering and sacrifice, or whatever else might befall; likewise the services of "Tony," whose regular business it is to teach the customers how to drive. A day was accordingly set and arrangements made for a properly early start.

It was judged that a run northward from the City, along the shores of the lordly Hudson, over Bear Mountain Bridge, through West Point, along the famous Storm King Highway to Newburgh, and then into the hills, should afford a fair groundwork for a typical automobile outing, and represent more than would be required by the average owner in many other sections of the country. If the car will do that in reasonable time, without wearying the driver, it was thought, a fair start will have been made on what should be the real test, because in back of the country is broken and in many places rough and wild.

By eight o'clock of the appointed

morning, the car is rolling upward along the West Drive of Central Park. Though there is a chill wind with temperature near freezing it is comfortably warm within the sedan, which seems to be quite free from the usual cold-car draughts.

This teaches that the road is very slippery, as a trial application of the brakes with the clutch out immediately proves. On the other hand, leaving the clutch in, as should always be done, and easing gently down and up on the brake pedal brings the Victory to a walking pace with remarkable ease and without the slightest deviation from the line of travel. It is a very good demonstration of controllability and road grip.

Above Middlebrook the famous Wurtsboro Hill is crossed at thirty to thirty-five. This is a long, hard drag, famous in the locality as a tough one because it is winding. It is a second-speed proposition for many cars. The Victory makes light of it in high, notwithstanding the snow.

Above Monticello a departure is made from the traveled country, off through White Lake to Jeffersonville and over the so-called "mountain"—a villainously crooked pair of ruts, up and up, and then down and down—to Branch Brook. Then beyond, even further up into the hills, by a round-topped, one-track road, ice-covered in spots beneath the snow, running between a brook and muddy ditch. So, on and on up through the ruggedest of country and the meanest of roads, to a little yellow farmhouse, perched on a knob of a hill that is fully fifty feet above the road. There a very warm welcome awaits surprise visitors of a snowy afternoon when those on the farm have leisure to sit by the big round stove in the parlor.

It is 122 miles from the City to this point, high up in Sullivan County, and the distance has been covered in six and three-quarters hours, notwithstanding the hills and the snow. In many a car that would have been a difficult task. As a test of the car it was most satisfactory because the run was made without effort to gain time and over many stretches of road that were unfamiliar to the driver.

Of the return, after stumbling and sliding through the snow down off the knob from the little yellow farm to the road, there is not much to be said. The snow continued. The hills were now pitched the other way for the most part. It was advisable to descend several of them in second gear.

Gasoline was taken on at Middletown, and coffee at a shack by the road, somewhere down the line toward Monroe, headed back through New Jersey.

At Hackensack a red signal light is passed because the driver cannot see through the back of a bus which is just ahead nor divine that it is in process of making a right turn. At Bogota another red light is passed because the driver is looking the other way. So—fortunately—are the police, if any.

All this has been done without chains, because they were forgotten in making ready the car last night; yet with only one small misadventure. That resulted from the attempt to take the stiff pitch of Castle Brook hill in high regardless of a snowfall of more than four inches; and from fooling the change back to second. The consequence, after a quarter hour's futile wading around and laying down brushwood, was a cautious backward slide over a half mile of winding road onto the bridge for a second attempt.

Columbus Circle is reached again at eleven-forty-five. That makes the finish fifteen and three-quarter hours behind the start, and involves, by rough estimate, about eleven and a half hours of actual driving. The distance covered has been just under 285 miles, so that the average speed is better than 25 miles an hour. Eighteen gallons of gasoline have been consumed, taking approximate readings from the gauge on the dash. Hence the fuel consumption works out at just about 16 miles to the gallon, which is fair enough considering the weather, the covering of some very ordinary and some very bad road, and also the influence of quite a bit of hill work in the climb of 1,500 feet or so.

It has been quite a long day, and especially has the tedium of peering through swirling snowflakes while heading into the wind during a portion of the run home made the final hours seem longer. Yet it has been no extraordinary tax on a person of normal vigor. It has been thoroughly enjoyable and free from worry and strain. Moreover, it leaves the driver without local muscular weariness and without any of that feeling of having been battered about that is often experienced after long hours in a rough riding car.

As the experiences and sensations of the day are very similar to those when driving considerably larger and

(Continued on Page Four)

The Shopper's Guide and Business Directory

The Advertisers Listed in This Section are Just As Far Away from You as Your Telephone.

When in need of anything, look this list over—no doubt you can get just what you want at the right price.

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Authorized Dealer

ATWATER KENT RADIOS

727 Pond Street, Bristol

PHOTOGRAPHER

Phone 267-J or 439-W

COMMERCIAL and PORTRAIT**PHOTOGRAPHER**

NICHOLS STUDIO

112 Wood Street, Bristol, Pa.

CHIROPRACTOR**C. G. CLARK, D. C.**

PALMER GRADUATE

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LOCALS

—Mr. and Mrs. Elmer Jones, of East Circle, spent Saturday and Sunday in Germantown, visiting Mrs. Jones' parents, Mr. and Mrs. Lamb.

—Mr. Decker and son, Junior, and the Misses Ida Glazer and Dorothy Lewis, of Philadelphia, were Sunday guests of Mr. and Mrs. Louis Dries, of Pond and Market streets.

—Dorothy Jackson, Bessie Chambers, Marjorie Updyke, Louise Chambers, Thomas Fiocco, Edward Sherwood, Wilford Poulette, all of Bristol, and Robert Croll, of Jenkintown, motored to Easton on Sunday.

—Mr. and Mrs. Edward Hendricks and children, of Red Bank, N. J., were Sunday visitors at the home of Mr. and Mrs. Harvey Stoneback, of Taylor street.

—A delegation of members of the Morning Star Chapter 395, O. E. S., visited the Burlington Chapter, O. E. S., on Monday evening.

—Mrs. Roy Tracy and Mrs. Sara Pearson, of Beaver and Buckley streets, left Wednesday morning for Washington, D. C., where they will spend several days, and then journey on to Lynchburg, Va., where they will visit friends for a week.

—Mrs. Williams, of Newtown, is making an extended visit with her son-in-law and daughter, Mr. and Mrs. Fred Bux, of Maple Beach.

—Mrs. James Lefferts, of Walnut and Pond streets, who has been confined to her home by illness for a week, is now very much improved in health.

—Miss Elda Kissinger has returned to her home, after spending several days at the home of her relatives, Mr. and Mrs. Christopher Johnson, of Tullytown.

—Mr. and Mrs. William Davis, of Beaver street, spent Wednesday in New York City, visiting friends and while there attended the performance at the Roxy Theatre.

—Mr. and Mrs. Clarence Glover and children, of Blackwood, N. J., were Sunday guests of Miss Elizabeth Bevan, of Dorrance and Cedar streets.

—Mr. and Mrs. "Al" Walker, of Philadelphia, spent several days last week at the home of Mr. and Mrs. William Wright, of Lafayette street.

—Nancy Bingham, daughter of Rev. and Mrs. James J. Bingham, of Oak Lane, spent the week-end at the home of the Misses Belle and Addie Gallagher, of Buckley street.

—Mr. and Mrs. James Estep and family, of Cedar street, attended the funeral of a relative in Philadelphia on Sunday.

—Charles Coombs, of Wilson street, has been confined to his home by illness this past week.

—Hugh McGee and family are moving from Pond and Washington streets to their recently purchased home at Wood and Lafayette streets, formerly occupied by Mrs. Nellie McGee.

CHAMBERSBURG, Pa., Apr. 20.—A man with a dog accosted the wrong

person when he asked S. Miller Greenwalt, of this city, to do him a favor.

The favor asked was that Greenwalt provide a piece of rope to tie the dog. Greenwalt looked at the dog and then at the man.

"Do you intend to tie that dog?" asked Greenwalt.

"Of course," answered the man, who

had refused to make known his name.

"No, you don't," returned Greenwalt. "That dog's mine!"

The man fled and Greenwalt now has his dog which has been missing for several days.

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Six People with Sweet Strains of the Harmonica

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Matinee at 2:30—Adults, 35c; Children, 25c

Evening Continuous from 6 until 11—Adults, 50c; Children, 25c

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Write Box L, Courier office. 4-21-2t

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or week. Light housekeeping or care
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Special School Children's Matinee Tuesday, April 24, 3:30 P. M.

Admission, 20c; Adults, 40c

Evening Prices: Adults, 40c; Children, 25c

Classified Advertisements

Advertisements inserted under this heading cost a minimum
charge of 25 cents each day, six days \$1.50; more than six con-
secutive times one-half cent per word, each day, after the sixth day.

Advertisements from out-of-town residents must be pre-paid.

FOR SALE

BRICK STORE AND DWELLING, 20
feet front, nine rooms, bath, hot-
water heat, electric lights. 521 Bath
street. Apply only to J. Edward Lov-
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Good condition. Phone 463-J-3.
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with brocade covering. Call after
2 p. m. at 325 Wilson street. 4-20-3t

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STORE AND DWELLING, 230 and 232
Dorrance street, next to Douglass'
drug store. Now occupied by A. & P.
Tea Company. Will be vacant and
for rent May 1st. Apply at Douglass'
Drug Store, Dorrance and Wood
streets. 4-18-1t

HOUSE, 209 Dorrance street. Nine
rooms. Inquire 202 Dorrance street,
or Mrs. E. T. Forsyth, 1900 West
street, Wilmington, Delaware. 4-16-1t

SEVERAL APARTMENTS on Trenton
avenue and Cleveland street, with
all conveniences. Rent \$18. Apply
Charles LaPolla, 214 Market street.
Phone 176-W. 4-19-3t

BACHE DWELLING, seven rooms,
bath, hot-air heat, electric lights,
enclosed front porch, cement cellar
and walk. Located 645 Corson street.
Apply only to J. Edward Lovett, agent,
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DWELLING in 200 block of Jackson
street. Four rooms and bath. Excel-
lent condition. Reasonable price and
terms. Francis J. Byers, 409 Radcliffe
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branched. \$5 per hundred. J. C.
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can buy—A \$200 deposit will buy
five lots containing one acre of ground
on which is now built a new barn
costing \$600, a large chicken coop to
hold 1,000 chickens, a cellar all cemented,
on which a house can be built; also material and tile on premises
enough to build a house; a young
orchard on grounds, a dug well with a
cesspool, all new, cost to build \$450,
located on corner Walnut street and
Beaver road, Harriman Park, in a
section which is quickly developing
with factories and manufacturing
plants. Ten minutes walk from the
heart of Bristol and Penna. R. R. station.
Owner will sell all of above for
\$1,000 and will take \$500 mortgage
on easy terms to suit buyer. Apply to
Benjamin Silber, 202 Jefferson avenue,
Bristol. Phone Bristol 532. 4-20-3t

ONLY \$500 DOWN. Why pay rent
when you can own your own home
at the same rate that you are paying
rent now? Look at these bargains:
328 Hayes street, eight room house
with all conveniences, \$3,800; a Market
street property, six rooms and
bath, hot-water heat, all conveniences,
\$3,500, must be sold at once; 265
Cleveland street, all conveniences, six
rooms and bath, steam heat, \$2,500.
This is the time to buy your property
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LaPolla, 214 Market street. Phone
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Heat, electric light, gas, hot and cold
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HE'S
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AGAIN!

In the greatest show of mirth—the picture you've been
waiting to see! Chaplin, king of comedy, back again—
still smiles and smiles ahead of them all!

Right this way to the big show! See the greatest
collection of laughs, gags and giggles ever assembled under

**Lambertville High
Ties Bristol Nine**

(Continued from Page One)

seventh, eighth and ninth innings, but fine hurling on the part of Wright pre-vented any scoring.

David reached third base in the first inning, after two were gone. Still failed to hit and Bristol was left with the winning run on third base. Bristol plays Bryn Athyn Academy here Tuesday.

Line-ups:

LAMBERTVILLE	A.B.	R.	H.
Russo p	4	2	2
Beckner 2b	5	0	0
Sherdon 2b	0	0	0
Deni ss	5	0	1
Quicker ss	0	0	0
Matthews 3b	3	0	2
E. Johnson rf	5	0	0
W. Johnson c	5	1	1
Pasco 1b	2	1	0
Cella cf	4	1	1
Moonen lf	4	0	0
	37	5	7
BRISTOL HIGH SCHOOL	A.B.	R.	H.
David ss	5	0	3
Still 2b	3	0	0
Piazza 3b	4	1	2
Hansen c	4	2	1
DeRisi If	4	1	1
Dries 1b	2	0	0
Lynn 1b	2	0	0
La Rosa rf	4	0	1
Van Horn cf	4	1	2
Wright p	4	0	1
	36	5	11

Score by innings:
 Lambertville ... 1 0 1 0 0 3 0 0 0 5
 Bristol 2 0 0 0 1 2 0 0 0 5
 Two-base hits: Hansen, Matthews, David.
 Three-base hits: Piazza, 2.
 Struck out by Wright, 12; by Russo, 10.
 Scorekeeper: Juno.

State News

BETHLEHEM, Pa., Apr. 21—(INS) — Charles R. Richards, president of Lehigh University, believes that there are too many men of inferior or ordinary ability in the colleges of this country.

Dr. Richards made known this belief here recently and supported his statement by referring to the fact that college graduates comprise less than one per cent of the population. He added that this over supply of ordinary men in no way affected the opportunity that awaits young men of ability and those who have the qualities of leadership.

The university head also said that the professions were overcrowded with men of little ability, but that the man who has the initiative and a willingness to work may be expected to make a success in any profession and the man of high ability may expect to achieve distinction.

Dr. Richards said that it was becoming increasingly difficult for a man without a college education to attain distinction. He attributed this to the fact that the training received in college affords the opportunity for accumulation of specialized knowledge and the application of such knowledge to the affairs of life.

BLOOMSBURG, Pa., Apr. 21—(INS) — Michel Yankow, of Fishing Creek has been released from jail after spending five months in cell only to discover that no one had appeared to press the charge of assault and battery which caused his arrest.

When brought before the court Yankow said he had not been in a fight last November when he was taken into custody, and that he knew no reason why he was held in jail. When inquiries were made, it was disclosed that the district attorney had never heard of the case. No person familiar

PERSONAL LIBERTY

Neither this country nor any other is given to the theory that all men should have all liberty. Certain liberties are fundamental, but surely the drinking of a poison that deprives one of judgment, that inflicts poverty on innocent victims, that incites to crime and altogether is a heavy burden on society, is not one of the fundamental, important liberties.

Prohibition is a restriction akin to the traffic laws that keep one from driving any way and anywhere he wishes. It is akin to the drug prohibition. It is akin to the laws against theft and murder.

The essential question in considering prohibition is this: Is the liquor evil serious enough to require its prohibition by law? And it is the judgment of most citizens, based on a long and painful experience with less drastic measures, that it does have sufficiently serious proportions.—Des Moines Register.—(Adv.)

with the case could be found so the court ordered Yankow's release.

YORK, Pa., Apr. 21—(INS)—A 63-year-old man, is again cutting teeth!

John Welsh, of this city, had been suffering from severe pains in his jaw and consulted a dentist. An X-ray was taken and Welsh discovered that a new set of teeth—his third—were growing in. He hopes to soon be able to show a complete set of new canines, incisors and molars.

Line-ups:

Over the Hills in A Victory Six; Performance Noteworthy

(Continued from Page Two)

more powerful cars, it is concluded to have been proved that the Victory Six is an exceptionally fine performer by contrast with other cars of low price and moderate size.

Agreeable performance such as this

however, places it very definitely among the lighter cars. This, in turn,

suggests a more complete comparison to result from the coordination of many.

In the case of the Victory a great deal of credit should be given to the unified construction, whereby body and chassis though separately built and assembled in the usual manner, are more positively united than in other cars, and are designed to reinforce one another.

There is unusual strength and rigidity in the body, due to the cellular construction of the steel walls, and there are no joints to work and squeak because of the unique way in which it is built up out of very large sheet steel stampings and welded together. In consequence the weaving and working that is actually visible in some cars, and in others evidenced by sound, seem to be entirely absent.

Due also to this rigidity and the very low mounting of the car, it clings to the road to an extent that is often beyond expectation and suggests the performance of a much heavier machine. Its weight of 2,767 pounds,

however, places it very definitely among the lighter cars. This, in turn,

places it very definitely among the lighter cars. This, in turn,

suggests a more complete comparison to result from the coordination of many.

For this purpose the details of a group of 14 six-cylinder cars which are closely comparative have been studied. The prices of sedans in this group run from \$795 to \$1,395, shipping weights from 2,500 to 3,300 pounds, wheelbases from 107 to 121 inches, maximum actual horsepower from 40 to 63. This works out in a very interesting way.

The Victory Six is highest in power ratio among these cars, with 2.09 horsepower for every hundred pounds of weight, but it is third from the highest in point of initial deflection of the springs may have actual power and fourth in actual more to do with riding ease than the weight. Four cars in this group have more obvious relation of spring engines of greater piston displacement and wheelbase, the comparison—which necessarily involves a son is, nevertheless, worthy of note.

The car is thus seen to be of intermediate size in the group and of exceptional relative power. A comparison at the foot of the list, which means that the engine turns more slowly in relation to car speed than that of most other cars in the group. Taking tire diameter into account it is found that

the car is thus seen to be of intermediate size in the group and of ex-

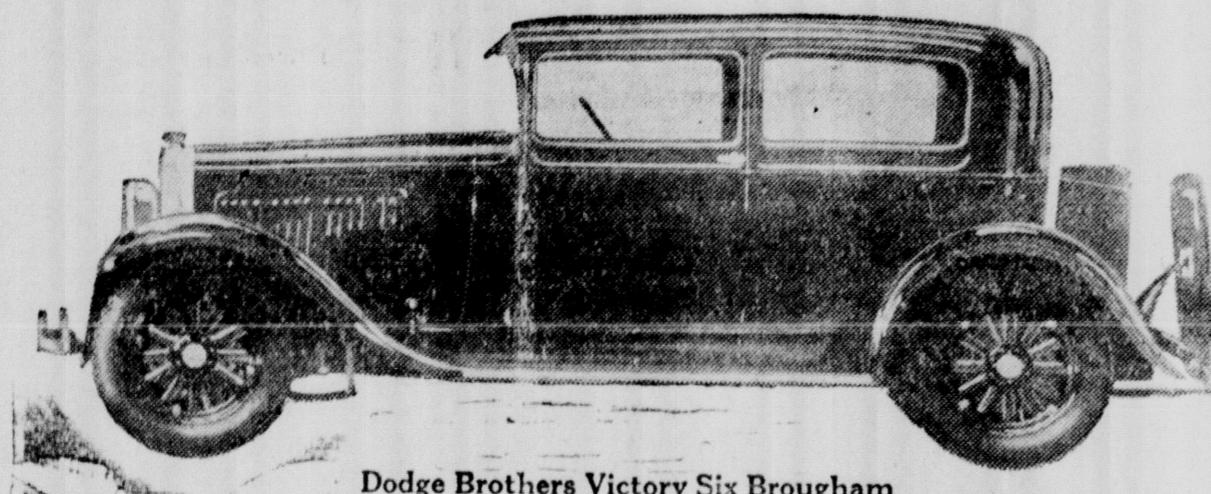
ceptional relative power. A compari-

son of body dimensions, on the other hand, shows that the spacing of its seats is more generous than most of the others in a number of respects.

Thus, bearing in mind that it is the lowest car in the group with an overall height of 68 inches and next to the lowest in point of its 8-inch road clearance, it is surprising to discover that it has more head room over the front seat than six of the other cars in the group and more head room over the rear seat than eight of other cars, while the front cushion is next to the highest, and the rear cushion actually the highest found in any of these cars. Though the body is not obese—notwithstanding the fact that it is two inches wider in front than the narrowest of these cars—it is made especially comfortable by the angle and depth of the cushions, which are within half an inch of the most liberal seat measurements found in any of these cars.

Only one of these cars has more room between the seats, while seven of the 14 have less head room from floor to roof in the back, than has the Victory.

All this helps to account for the fact that the Victory gives something very closely approaching what might be called "big car" performance, and that it stands up to that comparison even after a relatively long and hard run. That it has been built to achieve such difficult results, and yet kept small enough to slide through the worst traffic, proves it in many ways a car of the future.—Automobile Topics, April 14, 1928.—(Adv.)



Dodge Brothers Victory Six Brougham

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WILLIAM DEMAREST

RICHARD TUCKER

A lad could never be safe with a girl like that—and he wouldn't want to.

The Romance of A Small Town Boy and A Big Town Girl

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Comedy—"ROPE IN"—Comedy

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STONE is beautiful and very enduring but costs about 40% more than the other two types, making the cost prohibitive to the average home builder.

BRICK houses cost less than stone but much more than frame. In building a moderate-sized house, brick gives less chance for beauty than frame.

FRAME construction costs less than any other type. It is more easily erected, lasts a century or more if properly cared for and is flexible from an architectural standpoint.

COMPARATIVE COSTS OF OUTSIDE WALLS

All Frame Construction	100 %
Wood with Stucco and Wood Lath	120.7%
Wood with Common Brick Veneer	155.3%
Solid 8-inch Brick Wall	167.8%
Hollow Tile, 8-inch, with Stucco	190.4%

HEATING COSTS.—In tests made with 27 houses exactly the same design and interior construction it cost, 52% less to heat a frame house than a brick house with 8-inch walls. Brick and stone are heat conductors; wood is not.

FIRE HAZARD.—Figures compiled by the National Board of Fire Underwriters in 53 cities on 23,389 fires show the buildings burned were of the following construction:

Brick and Stone	24.3%
Houses Other than Frame	25 %
Supposedly Fireproof Houses	42.5%
Frame	16.5%

Hence FRAME HOUSES cost less to build, less to heat, offer more and better advantages in decorating exteriors and in building additions, and last for years.

These are probably the reasons why there are MORE FRAME houses being built today than ever before.

Bucks County Unit of Pennsylvania Lumbermen's Association